

EVENING BULLETIN.

PRINTED AND PUBLISHED BY
PRENTISS, HENDERSON, & OSBORNE.
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SUBSCRIPTION PRICES.—In Advance.—Daily Journal \$10; Country Daily \$8; Tri-Weekly \$6; Weekly \$3; Evening Bulletin \$1 a year or 12½ cents a week, if mailed \$3 Weekly Bulletin \$1.

CLUB PRICES.—In Advance.—5 Country Dailies or Tri-Weeklies for \$25; Weekly—1 copy 2 years \$3; 2 copies 1 year \$3; 3 copies \$12; 10 copies or more \$1 50 each. Weekly Bulletin—11 copies for \$10.

Papers sent by mail are payable in advance.

When the Daily, Country Daily, or Tri-Weekly is to be discontinued (paid in advance at the time subscribed for), the subscriber must order, otherwise it will be continued, at our option, until paid for and stopped, as has been our custom.

If not paid, it must be paid at the time of discontinuance, or at our option, if partly paid, it will be sent until paid.

Remittances by mail, in "registered" letters, at our risk.

RATES OF ADVERTISING IN THE LOUISVILLE JOURNAL FOR REGULAR ADVERTISERS.

One square, 10 lines	One square, 10 lines
Do, each additional line	Do, each additional line
Do, one week	Do, one week
Do, two weeks	Do, two weeks
Do, three weeks	Do, three weeks
Do, four weeks	Do, four weeks
Do, five weeks	Do, five weeks
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Do, sixteen weeks	Do, sixteen weeks
Do, seventeen weeks	Do, seventeen weeks
Do, eighteen weeks	Do, eighteen weeks
Do, nineteen weeks	Do, nineteen weeks
Do, twenty weeks	Do, twenty weeks

Advertisements published at intervals—\$1 for first insertion and 50 cents for each subsequent one.

Announcing Candidates—\$1 per week for each name.

Advertisements not marked will be inserted one month and payment exacted.

Yearly advertisements may quarterly; all others in advance.

Real estate and steamboat advertisements, sheriffs' and commissioners' sales, patent medicine, theatrical, circus, or similar advertising, not published by the year.

Advertisements for charitable institutions, fire companies, ward, and other public meetings, and such like, half price.

Marriages and deaths published as news. Obituaries and funeral invitations as advertisements.

Editorial notices and communications, inserted in editorial columns and intended to promote private interests, 20 cents per line; these only inserted at the discretion of the editors.

No communication will be inserted, unless accompanied by the real name of the author.

Steamboat advertisements—25 cents for first insertion and 12½ cents for each continuance; each change considered a new advertisement. Standing advertisements for regular packets for a season of not over six months, \$12 for one boat, and \$6 for each additional boat.

Advertisements inserted only in the Evening Bulletin will be charged half the above prices; if inserted in Daily Journal and continued, after first insertion, in the Evening Bulletin, one-fourth the above prices.

Advertisements kept on the inside of the Journal are charged an extra price.

ADVERTISING RATES.—IN WEEKLY JOURNAL.—Each square (10 lines of text) first insertion, \$1.00; each continuance, 50 cents.

Advertisements continued in the Weekly Bulletin, if they are continued also in the Weekly Journal, will be charged for at the rate of 10 cents for each continuance; if not continued in Weekly Journal 20 cents.

Written notice must be given to take out and stop advertisements of yearly advertisers before the year expires, or we will charge the advertiser.

No contract of yearly advertisements will be discontinued without previous notice to us, nor will any charge be made for less than one year at the yearly rates.

TUESDAY, AUGUST 18, 1857.

STATE AID TO RAILROADS.—We have repeatedly called attention to the importance of fostering and sustaining the railroad enterprises in Kentucky by extending to them the aid of the State to a sufficient extent to insure their completion. There is not a railroad projected or in process of construction within the borders of our State which, if completed and judiciously managed, will not be profitable to the stockholders; but most of not all of these roads require for their completion, under existing circumstances, too great an amount of capital to be furnished immediately by the individuals by whom their construction has been undertaken. There is not one of these roads that will not certainly by the time they are finished add to the actual wealth of the State several times the amount of the cost of their construction, by enhancing the value of lands and increasing the profit upon their products and cheapening the cost of transportation; but the farmers and land owners who will thus be benefited either have not the means necessary to insure this completion or they have not yet become convinced that large profits will ultimately if not directly be realized upon such investments. In the mean time all the great interests of our State and our cities are either positively languishing or do not keep up with our neighbors in the march of material progress.

It requires little calculation to show that we are losing as a State millions by the delay in the completion of these improvements. If the Louisville and Nashville railroad were finished within a reasonable time, the increase in the value of property, consequent upon the consummation of this great enterprise, in the city of Louisville alone would soon amount to many times the whole cost of the road, while all the counties upon the line of its route would be benefited almost beyond computation. Similar results would attend the completion of other roads in every part of the State where they have been begun or have been projected. But while these improvements, so vitally essential to the common welfare of the State, are altogether suspended or at best drag their slow length along at a snail's pace, the more enterprising people of the adjoining States east and west and north and south of Kentucky are energetically pressing forward with their railroads, securing to themselves the rich harvests of trade and travel which are now within our reach, and not only cutting us off from advantages that we might enjoy but actually taking away from us those which we already possess.

The interests of Louisville and of Kentucky demand the speedy completion of these enterprises, and it is useless now to hope for "such a consummation devoutly to be wished" without State aid. Very few of the railroads in the Union have been built exclusively by individual subscriptions. Most of them have been constructed chiefly with loans negotiated upon the faith of the estimated profits of the enterprise and a small individual subscription, but the time has passed when railroads can be built by such means. Railroad bonds and county bonds issued for railroad purposes have become a drug in the markets of the world where until recently plenty of purchasers were found for them. It is needless now to speculate upon the causes by which this state of things has been produced. It is our duty to devise means by which the difficulty may be avoided, and the extension of State aid is suggested by experience and reason as the best if not the only means for this purpose.

The feasibility of extending State aid to railroads and other internal improvements in Kentucky was patiently and thoroughly investigated by the committees on internal improvements both in the House of Representatives and the Senate, at the last session of our State Legislature, and it was demonstrated that such aid might be given to the extent of \$10,000,000 without embarrassing the finances of the State in any way whatever, and actually without adding to the present rate of taxation, and it was computed that an equitable distribution of ten millions of dollars would place all the projected im-

provements of any importance in such a condition as to insure their speedy completion. This is one of the most important subjects that can claim the attention of the people of the State, and it should not be allowed to escape that of their representatives in the Legislature.

[For the Louisville Bulletin.]
PLAINT TO DYING LITTLE GRACE.

BY J. Q. A. WOOD.

I've watched, I've waited for the spring's
Soft coming, oh, my child!
I trusted that its healing wings
Would calm thy pulses wild;
But faster, fainter still they beat
The purple artery's wave,
The echoes of thy little feet
Down stepping to the grave.

It broke my heart to hear the moan—
"Thy dreadful thine to trace
Death's cypress-shaded vale alone,
Sweet, faded little Grace,
To lay thy little aching head
Down in a welcome rest
Beneath the cold gray clouds, instead
Of on thy mother's breast.

Thou'lt soon be, darling, on the way,
Chill as the winter's snow—
Oh, that we could prolong thy stay
Till softer breezes blow,
Till warmer clouds do bathe the skies,
And milder evenings come,
When round thee their sweetest sighs
Around shed their earthly home.

Alas! I know this cannot be;
How touching is the pain
To feel that thou shalt never see
The springing buds again—
That we shall hear the happy birds
Sing all our life-time long,
But never more thy little words
Of wonder at their song!

Nor when the golden twilight falls
This pleasant, airy room,
Show thee the purple-crested hills
And valleys filled with bloom;
Ah, no! thy little fluttering wing
Too soon will cleave its way
Beyond the odors of the spring
That woo thy sweet delay.

And we shall strain our flooded eyes
Along thine airy track,
And vainly call with heavy sighs
Thy little presence back;
For nevermore will buds the boughs
Or holds the funeral urn
The ashes of the loved that thou
Unto our arms return.

Dear little sufferer, with thee fall
Our fond hearts' dearest scheme:
Thou wast the centre of them all,
Bright transitory dream—
Dreams unsubstantial as the light
That points the evening cloud,
That taketh while it charms the sight
The semblance of a shroud!

REVISION OF THE PATENT LAWS.—We are pleased to see a movement being made toward the modification and re-construction of the laws under which patents are now obtained. The present system, while it is based on just principles, is promotive of legislation that is to an extent ruinous to deserving patentees, and wholly favorable to those of doubtful pretensions. Indeed, while the system is based upon just and proper principles, they are so difficult of application that it has been doubted whether any real benefit was to be derived or not. The Parliament of Great Britain has proposed to abolish the whole scheme, and in France the National Academy has frequently rewarded inventions, a substitute for a patent from the Government.

It is a melancholy fact that truly valuable inventions and discoveries are not certain of rewards under the present patent system. We all know the history of Eli Whitney and his invaluable cotton gin—how he acquired nothing by it but litigation, trouble, and death in a debtor's prison. Professor Morse's experience is about similar. He has received no remuneration for his magnetic telegraph, though the world is freely enjoying its manifold advantages, and, when asked for advice by inventors, his response is that they should take out no patents.

On several occasions bills for the modification of the patent laws have been reported in the Senate, but have not been acted upon. The bill which was before the last Congress received the approbation of Judge Mason, the Commissioner of Patents. It embraced many very beneficial provisions, but did not meet all the necessities of the case. A legal adviser for the office may be required, in addition to the officer who authenticates the acts of the Bureau.

The separation of the agricultural branch of the bureau from the patent branch is obviously expedient. It is of such importance and popularity that it is entitled to be formed into an independent bureau. Latterly, its operations have been extended and its sphere of practical utility widened.

DISTINGUISHED ARRIVAL.—Major Ben. Perley Poore, the chief Secretary of the United States Agricultural Society, reached the city yesterday and has taken rooms at the Galt House. All the world knows the famous Major. He served long, faithfully and with honor in the editorial ranks, and, although now enjoying his *otium cum dignitate* on a beautiful farm in Massachusetts, he still maintains his old fondness and attachment for the press. Maj. Poore, it will be remembered, having lost a wager on the last Presidential election, wheeled a barrel of apples from Newburyport to Boston. He is a very genial and accomplished gentleman, and will be heartily welcome in all of our Kentucky homes.

DEATH OF EUGENE SUE.—The telegraph news by the foreign steamer of yesterday announces the death of the great French novelist Eugene Sue. His name and works are as familiar as household words wherever genius is appreciated. We all remember the advent of his chief literary performance—the Mysteries of Paris—and how eagerly thousands and millions in all parts of the world devoured that wonderful and thrilling and magnificent creation of the master intellect of the French. It was not, perhaps, as free from blemishes as the severest Puritanical taste could have desired, but its depth of feeling and tragical splendor will cause it ever to remain a monument to the abilities of its author.

BALTIMORE AND OHIO RAILROAD.—Messrs. Moorhead & Co., the agents of the Baltimore and Ohio Railroad in this city, received a dispatch yesterday from J. B. Ford, the agent of that road at Wheeling, which states that the tunnel is completely repaired, and freight is forwarded with dispatch as fast as received.

RIVER AND STEAMBOAT MATTERS.

The river was falling very slowly last evening, with about 5 feet 4 inches water in the canal. The officers of the J. H. Doane report it about at a stand at Madison, and at Cincinnati it was rising. A private dispatch from Wheeling reports it rising there with 7 feet water in the channel. Heavy rains had fallen on Saturday night.

Steamer J. P. Tweed Sunk.—This steamer, running as a regular packet between St. Louis and Paducah, was sunk on Friday morning, at Goose Island, in the Mississippi, in 15 feet water. She was bound to St. Louis with a cargo of pig metal, wheat, leather, and lumber. She will probably prove a total loss. Two passengers were drowned.

The fine and popular steamer Highflyer, Capt. Wright, will arrive early this morning, and return to St. Louis at her usual hour to-day. The H. furnishes excellent accommodations.

The regular packet Statesman leaves for Henderson this evening. We are indebted to her attentive clerk for a copy of the manifest.

The Wm. Dickson, Capt. Baugh, will leave for the Tennessee river this evening.

The Pelican, Capt. Ashby, is advertised to leave for New Orleans to-morrow.

The Superior, Capt. Summons, is the mailboat for Cincinnati to-day, the J. H. Dane is the Carrollton packet, and the Hazel Dell is up for Wheeling.

The new steamer E. H. Fairchild, Capt. Pawcett, passed Vicksburg yesterday morning coming up with a very large trip.

NEBRASKA.—The election in this Territory was hotly contested, for a wonder not on political grounds, but mainly with reference to the location of the seat of government. Four candidates, Chapman, Democrat, Thayer, Independent, Rankin, Democrat, and Ferguson, Democrat, started for the race, a half dozen or more having been choked off prior to that time; and all of them came up to the Judges' stand pretty well together. B. B. Chapman, it is understood, was the successful candidate, beating Judge Ferguson about fifty votes.

BOAT STRUCK BY LIGHTNING.—During the heavy storm yesterday afternoon, the Henderson packet W. A. Eaves, lying at the Portland wharf, was struck by lightning. The fluid descended through the hurricane roof and shivered a chandelier into a myriad of pieces. Several ladies were sitting near by at the time, and one of them was severely stunned. The damage to the boat was considerable, and it proceeded on its voyage.

ARRIVAL OF TRAINS.—The new running arrangement on the Jeffersonville railroad commenced yesterday. It promises to give additional facilities to travel for the East and Cincinnati. The trains now reach here in the following order:

From St. Louis and Cincinnati at 2:40 A. M.
From Indianapolis and St. Louis at 12:30 P. M.
From Cincinnati at 4:45 P. M.
From Indianapolis and Cincinnati at 10:50 P. M.

T. P. A. Bibb, Esq., has resigned the Secretaryship of the State Agricultural Society, and Mr. W. E. Milton, of this city, has been appointed to fill the vacancy. Mr. M. is an energetic young gentleman, and in every respect well qualified for that position. He will take in any article intended for exhibition at the State fair, which commences at Henderson on the 13th of October next.

We were in error when, a few days since, we announced that Mr. Gray and others had taken the eating privileges at the fair; it was Mr. Raine of the "glorious old Gaul" who has taken charge of that department, and will doubtless do up things in the same princely style that has given his hotel such wide popularity.

MAGNIFICENT TOMATOES.—We have received from our friend Capt. Reuben Dawson, a basket of the finest tomatoes that was ever our good fortune to examine or taste. They are perfect mammoths, and of the most delicious flavor. Capt. D. grew them in his garden at the corner of Eighteenth and Jefferson streets.

We understand that the jury in the case of Pratt, tried last week at Charleston, Ind., stood five for acquittal and seven for conviction for manslaughter. Even had Mr. Pratt been convicted the Judge would have discharged him, owing to the indictment being found more than two years ago.

We have received the first number of the Nashville Daily News, a large and beautifully printed sheet. It is edited by that veteran of the press, Allen A. Hall.

The private banking house of Messrs. Coates, Dyreburgh, & Co., of Chicago, or lately Coates & Bro., has closed its doors.

Jacob Meyers was robbed in St. Louis, last Saturday, of one thousand dollars in American coin. The money was sewed up in his wife's under-shirt.

The farmers and gardeners of New Albany are arranging to have an exhibition, commencing September 28d.

[From this morning's Journal.]

ADDITIONAL BY THE COLUMBIAN.

NEW YORK, Aug. 17.
An Italian paper has published Mazzini's defense, but was suppressed. He declares that he will not cease till his object is attained.

PITTSBURG, Aug. 17, P. M.
River 4 feet 6 inches by the pier mark and falling. Weather wet. Mercury 76.

CINCINNATI, Aug. 17, P. M.
Heavy showers with lightning this afternoon, now cloudy. Mercury 80. River rising slowly.

ST. LOUIS, Aug. 17, P. M.
No material change in rivers; all upper streams reported falling. Heavy rain last night. Weather cloudy. Mercury 86.

NEW ORLEANS, Aug. 17.
Deaths during last week, 74.

Large Grant of Land to the Little Rock and Memphis Railroad.—An adjustment has just been made in the Department of the Interior, of the Branch railroad from Little Rock to Memphis, whereby 89,200 acres of land have been certified to the State of Arkansas, under the act of Congress of the 9th of February, 1853. A previous adjustment, last month, for the main trunk of the Cairo and Fulton road, under the act above mentioned, embraces a total of 1,125,000 acres. The main trunk traverses the State from southwest to northeast, diagonally, and is 301 miles long in Arkansas, and 77½ miles in Tennessee.

SPRINGFIELD UNION AGRICULTURAL AND MECHANICAL ASSOCIATION.—We have received the premium list of this society. Their third fair will be held at Springfield, commencing September 29th, and continue four days.

The Cincinnati Commercial announces the departure from that place for this city of an old thief named Hughes.

HIGHLY INTERESTING LETTER.—The following interesting letter from "Americus," the able Paris correspondent of the New York Commercial Advertiser, is very interesting:

PARIS, Thursday, July 30.

Since the date of my last, the Moniteur has officially announced that the French Government did not intend to send any troops to China. This announcement confirms an opinion I long ago expressed to you, to the effect that the French Government intended to pursue very nearly the same policy and to occupy very nearly the same ground in China as the Government of the United States. A word of ridicule, or a word spoken in derision, goes farther in France towards modifying a state of policy, than a serious discourse; and I have heard it more than once repeated in political circles that the word attributed to the Grand Duke Constantine about "pulling the chestnuts out of the fire" for the English, served as the turning point between an alliance or non-alliance on the China question.

You, perhaps, saw the celebrated article of the Constitutionnel against Belgium on the occasion of the riots there two months ago, which terminated with the savage and brutal words, *Finis Polone!*—words as cruel when pronounced against Poland as they now are toward Belgium. But the Constitutionnel, forgetting the storm of indignation raised over its head by this article, is now in turn launching its crushing predictions (and the Constitutionnel's predictions are wishes) against England apropos of her Indian revolt. Next we shall hear the Napoleonic organ cry, *Finis Britannica!* But the Constitutionnel is not alone in its ready predictions over the fate of the British Empire. Other organs see in the loss of the English power in the East the first step in the downfall of that great Empire. Perhaps this is only a little revenge over the late disquisitions of the English press on the decadence of France; we are, in fact, out of indulgence for their good judgment, disposed to accept this view of the case.

The trial of the three Italians compromised in the affair in the projected attempt on the Emperor's life is set down for the 8th of August. At their first examination, two of the prisoners, Bartolotti and Grilli, made avowals by which it appears that the first of these was set in surveillance at the Tuilleries to keep an account of the movements of the Emperor, while Grilli avows that his duty was to attempt the Emperor's life. Tibaldi refuses to make any avowals, and yet he is known to be the principal. Tibaldi lived in the rue Menilmontant, in this city, where he was occupied as a machinist, and whence the operations were carried on.

It was the French secret police at London that gave the first intimations of the affair. There they saw frequent visits of Bartolotti, Grilli, and two Italians yet remaining at London, Massarenti and Campanella, at the houses of Mazzini and Ledru Rollin. Subsequently they ascertained that Bartolotti and Grilli had left for Paris, and that Mazzini had gone to Genoa. In Paris, Bartolotti and Grilli were watched and seen to enter several times the house of their countryman Tibaldi. Then letters arrived from Italy addressed to these three individuals, and letters from one to the other at Paris were also put into the post. All these letters were opened in the post office here, and the whole plot, not only as regarded the attempt upon the life of the Emperor, but in regard to the Italian revolution, was thus in the hands of the French Police. Tibaldi was first arrested, when the police placed in surveillance did not wait long to lay their hands on his two accomplices, who called the same day to see their friend and were at once seized.

The correspondence in the hands of the police fully convicts Mazzini as the author and principal director of the whole plot. Ledru Rollin, no doubt, was a counsellor in the affair, but his name does not appear, at least prominently, in the correspondence. The seizure of poignards and loaded pistols was made at Tibaldi's house.

The trial of Mazzini, Ledru Rollin, Massarenti, and Campanella, by confessions, will take place later, perhaps in September. Several of these gentlemen have published denegations in the London Times, but the French Government seems determined to push the affair to the end; and if these persons are convicted of conspiring against the life of the Emperor they will unquestionably demand of the English Government their extradition. So that you stand in a fair way to receive an important addition to your already large penal emigration. It was not at first credited that Ledru Rollin and Mazzini had fallen so low in their revolutionary resources as to be forced to commence the movement with assassination. But the evidence seems to put this question entirely beyond a doubt. Their mental excuse, no doubt, was that so long as Napoleon lived no revolution was possible, and that the end justified the means.

The Emperor returned yesterday from his long visit at Plombieres, and passed rapidly through town in an open carriage to the Palace of St. Cloud, where the Empress and Imperial Prince awaited his return. The Prefect of the Seine has gone to Havre to make arrangements for the passage of their Majesties through that city on their way to the Isle of Wight. The necessity of surrounding the Emperor's person with unusual precautions is felt by the police, and no movements are made now by his Majesty without first giving the police time to make the necessary dispositions.

KENTUCKY STATE AGRICULTURAL SOCIETY.—Notice to Exhibitors.—Those persons who wish to ship articles for exhibition at the Kentucky State Fair at Henderson, while navigation is good, are notified that Mr. W. E. Milton, commission merchant at Louisville, will receive and forward all such articles; and Messrs. Chas. H. Powell & Co., of Henderson, will receive and store them. No charge will be made for commission or storage, but all other expenses must be provided for.

Entries for exhibition may be made with Mr. Milton in Louisville, and he will start to Henderson a few days before the fair, and will take charge of small articles for exhibition.

The society incurs no responsibility for loss, damage, or expense in all such cases.

Friendly papers please publish.
JOSEPH W. SCOTT,
Corresponding Secretary.

PORT OF LOUISVILLE.

AUGUST 17.

ARRIVALS.
Melrose, Pitts.
Statesman, Henderson.

DEPARTURES.
Melrose, St. Louis.
W. A. Eaves, Henderson.

RECEIPTS.

Per Princess from Nashville—4 bags wool, Curd & Co; 1 cast wheel, Miller, Wiggins & Co.
Per J. W. Cheesman from St. Louis—114 bales hemp, W. Richardson; 5 hds tobacco, Spratt & Harper; sundries, order.
Per Statesman from Henderson—311 bags wheat, Smyser's Mills; 143 do do, Decherage; 12 do do, McMechan; 10 bags shipstuffs, 7 bbls flour, McCollum; 24 bales hay, 17 bags oats, DuKwall; 3 pcs castings, Glover & Co; 3 hds tobacco, Spratt & Harper; 29 bags meal, order; 36 pgs India, Owens; 8 sacks watermelons, market; 1 bag ginseng, Lane & Bartlett; 10 sacks flour, order.
Per J. H. Done from Carrollton: 111 bbls whisky, J. T. Root; 4 bbls do do, J. W. Jones; 44 do potatoes, H. Murray; 41 do beer, Owens; 40 do flour, 26 do bran, J. B. Morrison; 22 doz brooms H. B. Clifford; 35 mt bbls W. Skeene & Co; 20 pgs yarn, Fenton & Son; 143 eks shipstuffs, J. Callaghan; 2 head cattle, Owens.

The eighth fair of the Kentucky Agricultural and Mechanical Association will be held at their grounds at Lexington, commencing September 8th, and lasting four days. Their very liberal premium list is before us. From their favorable location and the character of the managers, this fair will always maintain a prominent position among such institutions.

PASTURES AGAIN.—1. If your pastures have marshy spots in them, be sure to drain them, expose all the useless and poisonous vegetation, and sow good grass appropriate to the kind of soil. You will thus prevent the danger of sinking weak stock in the mire; you will avoid the risk of killing them with some baneful plants, and will greatly increase the amount of sweet, nutritious food for them.

Do the same thing when the streams from living springs widen into wet places, and where springs cozing out from hill-sides make a cold, wet spot before they form a current and discharge their waters.

2. When your pasture lands are rough, and steep hill-sides occur, be sure not to remove all the timber. Leave trees enough to hold the soil together by their webs of roots. By this precaution, you may save the soil from washing and sliding for an indefinite time. Such side-hills thus protected often furnish rich grass. When there are ledges of rocks, the trees are of course not needed to hold the soil together; but they beautify the spot by throwing a mantle of green and shade over the rugged rocks. Save trees enough, then, even here, to clothe the nakedness of the landscape.

3. The product of rich pasture lands near large towns may be greatly increased by the following device: Make a few hurdles, say enough to compose eight or ten rods of fence; place a bullock, or a cow or two, in the square space enclosed by the hurdles, till the grass is eaten short. Then remove the hurdles (leaving one side untouched), so as to enclose a contiguous space of equal size, and put the bullock or cows into that till the grass is eaten down, and so on as far and as long as you think proper. To do this easily, you will need gentle and contented stock. If you put more than one into a single enclosure, see that they are not disposed to hog or annoy each other. Sheep are often kept in this way quite profitably. Cattle, treated thus, should be watered, unless water runs through the enclosure. In hot weather they should be sheltered from the sun, during the severest portions of the day. The advantages of this mode are, that the grass is eaten more closely, the manure is spread on the soil at once, the animals take on flesh faster, the soil is less injured by the treading of feet, and the same amount of land will yield much more food.

MODE OF MAKING HURDLES.

A cheap way is the following: Take two pieces of scantling, four inches square and six feet long. Sharpen one end of each so that it may be driven into the ground about twenty inches. Lay them down, the sharpened ends of course pointing in the same direction. Then take inch boards, about ten feet long and five inches wide for the panels, and nail them with strong wrought nails to the posts, so as to form one length ten feet long. Three boards are enough for one length. They may be nailed from fifteen to eighteen inches apart. The top boards should be so placed that six or eight inches of the top of the post should project above, for the convenience of fastening the lengths together when placed in the fence. Twelve of these lengths will enclose about four square rods of ground. Drive the posts into the ground, or dig, in dry weather, a part of the hole, and fasten the tops of the lengths together with a rope or tight-fitting hoop.

Olio Farmer.

SUBSOIL PLOWING.—Messrs. Editors: The farmer who thinks of subsoiling should study well the nature of his soil. Mr. A., who owns a farm with a surface soil about six or eight inches deep, underlaid with a hard, compact clay subsoil, impenetrable alike to the roots of plants or the refreshing shower, finds, upon subsoiling a part of his fields, that upon the portion thus treated his crops not only stand the drought better, but are not affected by water standing upon the surface. He proclaims this to his neighbors, or heralds it through the columns of the Agricultural Press; and Mr. B., who owns a farm with a deep gravelly or sandy soil, without considering that nature has already subsoiled his land, immediately orders a plow from Boston, or some other distant place, at a great expense, and, after trying a portion of his fields, and finding no perceptible difference in the crop upon that which is subsoiled and that which is not, he proclaims the subsoil plow a humbug, when a few moments' reflection would have taught him that nature had already done more for his land than his neighbor could do for his by years of subsoiling.

A shallow surface soil, with a hard, compact subsoil, will derive much benefit from subsoil plowing. We cannot plow such lands deeply without throwing the subsoil to the surface, which injures the land, especially for spring crops. But, by using the subsoil plow, the earth is mellowed to a greater depth, and the subsoil remains in the bottom of the furrow, giving the roots an opportunity to penetrate more deeply into the earth in search of moisture; consequently the crop will not suffer so much from drought; and in a few years this soil will become enriched from the gases absorbed from the atmosphere, decayed roots, &c., and the surface water, in filtering through it, will be robbed of its ammonia, when it can be turned to the surface with much benefit.

The subsoil plow here spoken of is the real subsoil plow, not the so-called Michigan subsoil plow. The genuine subsoil plow is used by following in the furrow of the common plow, loosening the earth to a greater depth, and leaving the subsoil in the bottom of the furrow, while the Michigan plow throws the subsoil to the surface. C. C. WILSON.

NEWFARE, NIAGARA CO., N. Y.

Genesee Farmer.

THE DYNAMOMETER TRIAL AT SYRACUSE.—Previous trials of machines by this useful test have all of them, so far as we are aware, been wanting in certain respects essential to a proper degree of exactness. For example, in determining the draft of a mowing machine, it is well enough to say that it was equal to so many pounds per minute during each minute of the time consumed in going a certain distance. But, when a comparison is instituted between different machines, a more intricate calculation becomes necessary. First, if a machine does its work in four minutes at a draft of 350 pounds, while another does the same work in three minutes at a draft of 400 pounds, the ratio between the two sums, 350 and 400, by no means expresses a correct comparison between the draft of the two; for, if the same length of time had been taken by the latter as the former, its draft would have been reduced perhaps considerably below that of the other. Secondly, the width of swath must introduce another element into the proportion; for, if two machines, showing the same draft and the same time, one cuts six inches or a foot wider swath, of course it would be unfair to rank the power expended upon them exactly alike.

Both these elements are now undergoing consideration, and being calculated by the members of the Syracuse board of judges having the dynamometer trial in charge. What we wish to know is the exact power each machine requires to cut, say one foot in width, provided all cut swaths of equal length in equal time.

On this basis we shall be able to determine their comparative draft exactly. Other sub-commissions are engaged in making out reports upon the comparative mechanical construction, work done, &c., all of which, when completed and combined, must throw much light that is now, even to manufacturers of machines, upon the points of practical importance involved in all the differences, large and minute, in their construction.—Country Gentleman.

Knickerbocker for June.
KNICKERBOCKER for June just received and for sale by
GRUMP & WELSH,
84 Fourth St., near Market.

Received by _____